

The Lockwood Community Plan



The Lockwood Community Plan is an effort to protect and preserve our community's identity, unique character, and the quality of life of our residents by seeking improvements and making recommendations as to future planning and growth for Lockwood.

**Coordinated by the
Lockwood Steering
Committee and the
Planning and Community
Services Department**

Adopted August 15, 2006



Acknowledgments

The Lockwood Steering Committee oversaw the formation of this plan and continues to serve as a sounding board for issues of community interest or concern, facilitating the solution of community problems and acting as a liaison between community residents and local government agencies.

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Lockwood Water and Sewer District
Lockwood Fire District
Lockwood Transportation District
Lockwood Irrigation District
Citizens for a Better Lockwood

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Table of Contents

Introduction	1
Purpose of Community Plan	1
Lockwood Community Visioning Project 2002 and Other Resources	1
Map 1: Five Lockwood Service Districts	2
Community Background	3
Census Data and Development Trends	3
Community Focus Areas, Issues and Objectives	7
• Transportation	7
○ Lockwood Transportation Planning Study	8
○ Northeast Bypass	9
○ Public Transportation System	9
○ Bike/Pedestrian Pathways	10
• Land Use	11
○ Development Options With and Without Central Sewer	12
○ Proposed Land Uses	14
○ Yellowstone River Corridor	15
○ Map 2: Build Out Area	
○ Map 3: Current Land Use	
○ Map 4: Future Land Use Map	
○ Annexation	16
○ Map 5: Annexation Map	17
○ Incorporation	18
○ Residential Cost Comparison Existing/Annexation/Incorporation	18
• Schools and Education	20
○ K-8 Needs and Location	20
○ High School	20
• Parks and Recreation	21
○ Park Locations and Development	21
○ Map 6: Parks	
○ Volunteering and Formation of Park Maintenance Districts	22
○ Trails/Walks	23
○ State and Federal Parks as Amenities for Lockwood	24
• Emergency Services	24
○ Public Facility Safety	25
○ Fire Department and Health Clinic	25
○ Emergency Radio	26

• Community Enhancements	26
○ Entryways	26
• Infrastructure	27
○ Infrastructure Planning	29
○ Sewer	29
○ Stormwater Drainage	29
○ Special Districts	30
Conclusion	30
Appendices	
A: Public Involvement Information	
B: City of Billings Annexation Policy	
C: Process Summary for Incorporation	
D: Focus Areas/Objectives Summary	

Introduction

Purpose of Community Plan

The purpose of the Lockwood Community Plan is to assist the residents of Lockwood, Yellowstone County, the City of Billings, the five Lockwood service districts, and developers in making informed choices when determining how to accommodate new development, plan for infrastructure improvements and address changes in land use in Lockwood.

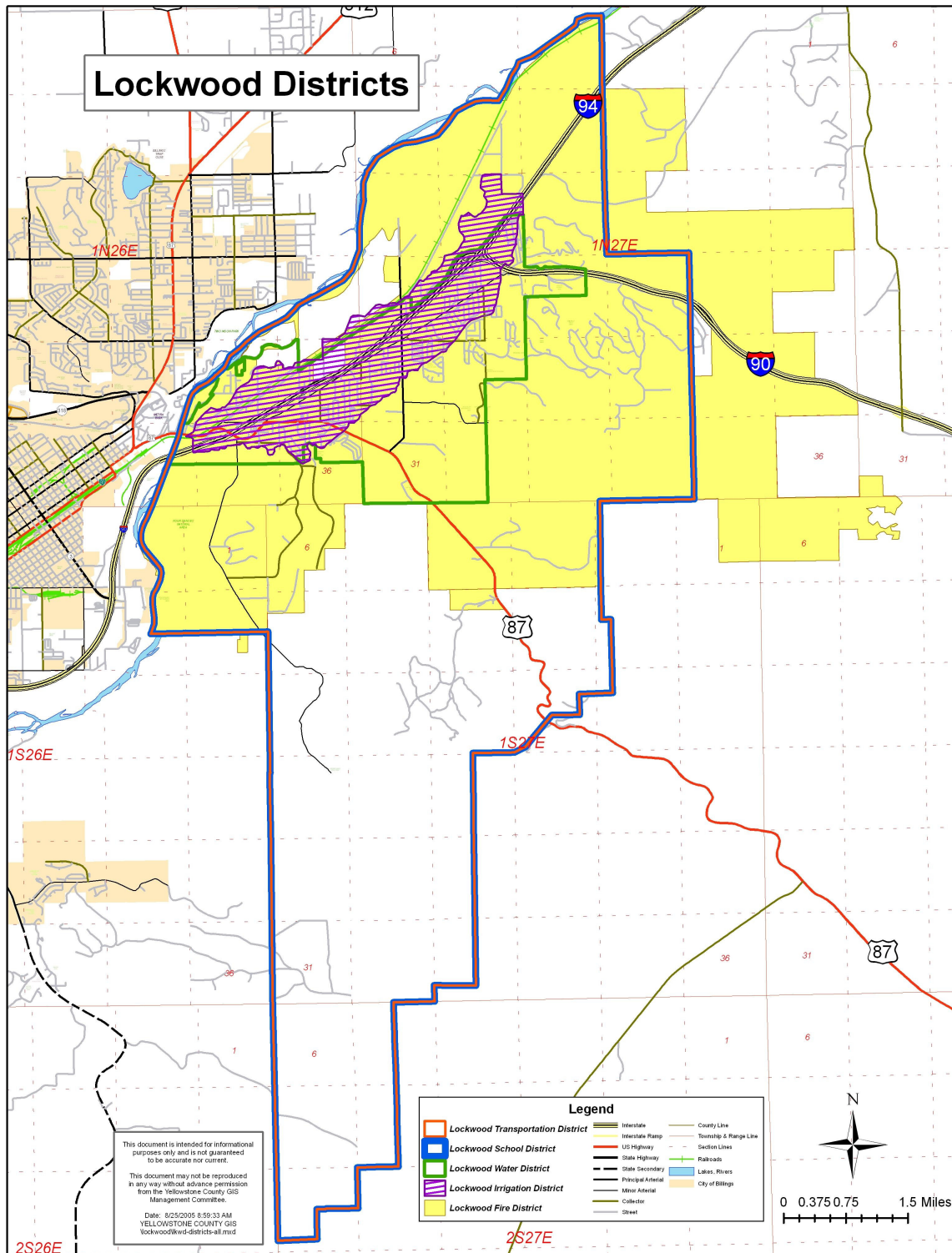
The community plan is not a regulatory document. It has been adopted by Yellowstone County for planning purposes as part of the City of Billings and Yellowstone County Growth Policy. This plan includes general and specific recommendations to protect and preserve the Lockwood Community's identity, unique character, and the quality of life of its residents by seeking improvements and making recommendations as to future planning and growth for Lockwood. The plan provides information to encourage sound decision-making and promote government and resident action to improve Lockwood.

In the fall of 2003, the Lockwood Transportation District approached the Planning and Community Services Department to assist Lockwood in developing a community plan to further clarify and implement the findings of the Lockwood Community Visioning Project 2002. The Lockwood Steering Committee formed to help guide the community planning process and has collected information from residents and other sources to write this community plan.

Lockwood Community Visioning Project 2002 and Other Resources

While some community planning projects start from scratch, the Lockwood Community Plan has a sound foundation based on previous community planning efforts and the ongoing work of the Lockwood Fire District, Lockwood Irrigation District, Lockwood School District, Lockwood Transportation District, and the Lockwood Water and Sewer District (**See Map 1**).

In 2002, a visioning project was undertaken in Lockwood with the assistance and participation of all five of the Lockwood Districts, students and faculty from the Montana State University School of Architecture, the City-County Planning Department, the Big Sky Economic Development Authority, MSU Yellowstone County Community Development, and Morrison Maierle, Inc. The project sought to identify through community meetings and a community survey problems facing Lockwood and a community vision for how Lockwood might look in 20 years if the problems could be addressed through community projects. Many of the issues identified in the Visioning



Map 1. The Five Service Districts in Lockwood

Project are incorporated into this community plan and include the need for a community sewer system, plans for school expansion, planning for new development, public transportation and identifying a “main street” or center for the community. This community plan provides a more detailed refinement of how some of these issues, and other issues that have since been identified, may be addressed through community and local government initiatives.

The five districts in Lockwood also provide past, present and future resources for the formation of this community plan. The Lockwood Fire District, Lockwood Irrigation District, Lockwood School District, Lockwood Transportation District, and the Lockwood Water and Sewer District make up the core of the existing public services and entities that serve the Lockwood Community in many ways. Each district carries on its own planning and assessments of community needs for the respective services it provides, and this information has been incorporated into the identification of the seven community focus areas this plan has identified.

Community Background

The Lockwood Community has a population of approximately 7,200 residents¹ making it the largest unincorporated urbanized area in Yellowstone County and the State of Montana. Lockwood got its name from a Northern Pacific Railroad stop that was located at the end of Johnson Lane on the north side of the community². Lockwood is bordered by the City of Billings on the west and includes about 25 square miles from the Yellowstone River on the west and north to Emerald Hills in the east and the rolling hills and rangeland along the Crow Indian Reservation to the south. Although Lockwood is next to the City of Billings, the presence of significant residential, commercial and industrial activity in Lockwood, along with its various service districts, enhances its identity as a quasi-independent community in Yellowstone County.

Demographic Information and Development Trends

Lockwood grew by 8.5% between 1990 and 2000, according to data provided by the U.S. Census Bureau. However, the Census reported a total of about 4,300 people in Census Tract 8 in Lockwood in 2000, while closer review of Census data using the Lockwood School District 26 boundary found that about 7,200 people live in the Lockwood area. The Census provides the easiest way to look at the growth trends and demographics in Lockwood, but there may be some variations in the results given the larger population figure derived from what the community considers to be the more accurate boundary of the Lockwood School District. While Lockwood grew by 8.5% between 1990 and 2000, Yellowstone County experienced a growth of 4.4%. Census data also indicate that the

¹ Estimate derived by the Yellowstone County GIS Department using data from the U.S. Census Bureau and the Lockwood School District #26 Boundary.

² Roberta Cheney, *Names on the Faces of Montana: The Story of Montana's Place Names* Missoula: Mountain Press Publishing Company, 1984, p. 169.

population in Lockwood is growing older. This is a national trend in many communities as the baby boomers reach retirement.

The Lockwood School District #26 is considered by many residents to be a very important pillar in the community. The people of Lockwood consider the quality education provided at the elementary, middle and junior high schools to be a vital part of the community for both students and adults. It is not uncommon for between 700 and 800 people to attend the annual Family Fun Night at the school facilities. Between 1990 and 2000, the Census found that while the number of high school graduates had dropped in Lockwood, the percentage of people who have high school diplomas and the percentage of people who are college graduates had both increased by 5%.

Analysis of recent and upcoming residential development in Lockwood showed that there was an 11% increase in housing units in Lockwood between 1990 and 2000, adding about 164 housing units to the community over the 10-year period. Since 2000, several new residential developments are completed or are in the process of completing all the requirements before home construction may begin (**See Table 1**). These new developments will have added about 247 new residential lots to the Lockwood area in the past 6 years, 83 more units than were added in the previous decade.

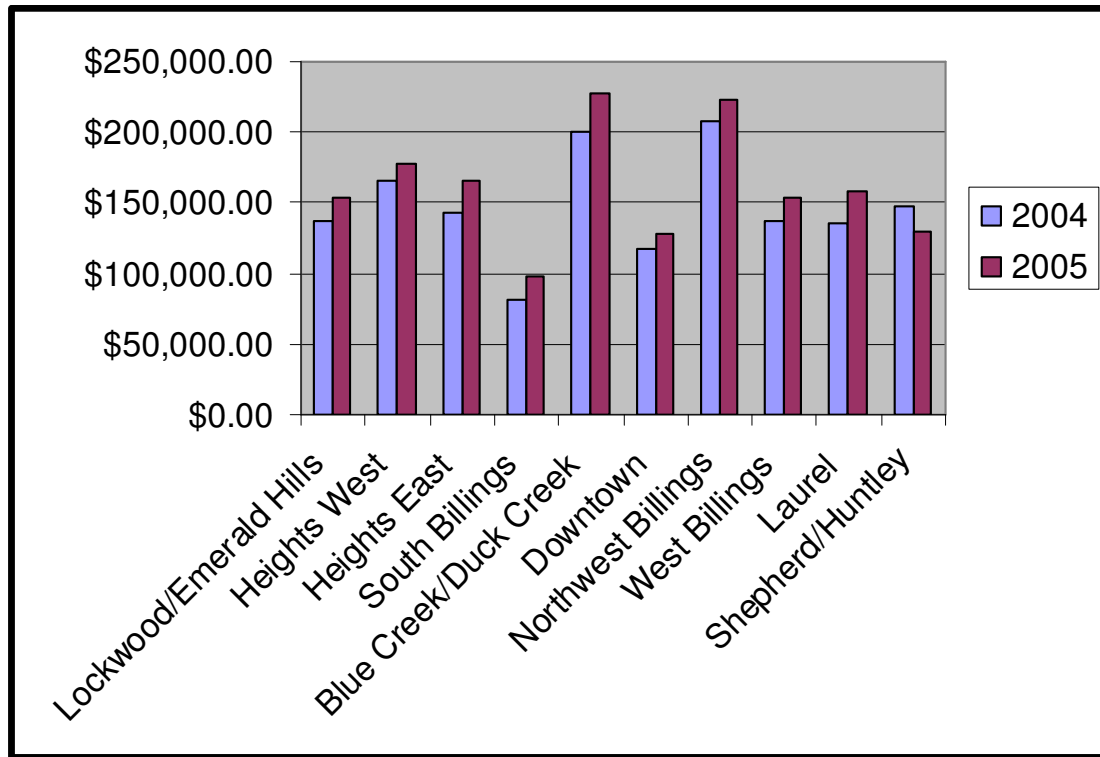
Table 1. Residential Subdivisions Being Platted in Lockwood 2000-2006

Subdivision Name	Lots Available	In Platting Process	# of Lots
Dry Creek Subdivision	✓		9
Emerald Eagle Estates	✓		73
Farnum Subdivision	✓		59 (DEQ limitations on some lots)
McIntosh Subdivision, 5 th Filing	✓		6
Sierra Estates, 3 rd Filing	✓		88
Granite Estates Subdivision		✓	8
Tri-Mountain Estates Subdivision	✓		4
Total			247

Lockwood continues to be an attractive place for middle and lower income individuals and families given the home prices in the area (**See Figure 1**) and the number of manufactured homes and rental units available. According to the Census, of the 1,664 housing units in Lockwood in 2000, 41% were manufactured homes. And while a recent Housing Needs Assessment for the City of Billings found that the number of

manufactured homes had decreased in the City by 7.3% from 1990 to 2000³, Lockwood saw an increase in manufactured homes from 638 in 1990 to 690 in 2000, accounting for 32% of the new housing in Lockwood during that period.

Figure 1: Median Home Sales Prices by Area



One of Lockwood's greatest current challenges is obtaining the funding for a community sewer system. Several substantial grants have been secured for a sewer system and the Lockwood Water and Sewer District has brought the issue to a required vote several times over the past few years. Each time, the community has voted down the proposal by a narrow margin. There is still time for at least one more vote before the funding may be pulled for the project in October 2006. The Lockwood Water and Sewer District is currently considering creating a sub-district to start the sewer project. The sub-district boundary has not yet been specified but is expected to be in the core area of Lockwood and include businesses. Only people within the sub-district boundary would vote for the sewer project and would pay for the project within the sub-district boundary. The Lockwood Water and Sewer District would provide funding through grants to allow for construction of trunk lines sized to handle added capacity in the future as other portions of Lockwood connect to the sewer system (See more discussion of the sub-district option in the Infrastructure section). The need for sewer to correct septic system problems in some areas of Lockwood and provide a safe, reliable sewer system in the community for existing and future development will have a marked effect on how Lockwood grows in

³ 2005 Billings Housing Needs Assessment, City of Billings Community Development Division and the Montana State University Billings Center for Applied Economic Research.

the years to come. The limitations and issues associated with the lack of a community sewer system in Lockwood and the potential for the community if it does install a system are discussed in detail in the Land Use Focus Area section below.

Lockwood is home to several large industrial and commercial businesses, and many smaller trucking and transportation firms. Lockwood Water and Sewer District records show there are about 135 commercial businesses using the water system in the service district. Several banks have moved into the community in recent years and the Lockwood IGA continues to thrive as the main grocery store for Lockwood residence. The community also serves travelers on the Interstate 90 Corridor with a Flying J truck stop, Fly In Lube, Holiday Inn Express, ExxonMobil Blue Basket convenience store and several restaurants. The ExxonMobil Billings Refinery is located between the core area of Lockwood and the Yellowstone River. Beall Corp., a company that manufactures custom tank trailers for customers nationwide, has two facilities in Lockwood on both sides of the Interstate 90 corridor. FedEx Ground has its main distribution facility north of the I-90 corridor in Lockwood and the Billings Livestock Commission and the headquarters of R-CALF United Stock Growers of America, representing 18,000 members in 47 states, are both located in the Community.

Lockwood's location as the eastern gateway to the City of Billings, its significant commercial and industrial business presence and its community-oriented residence make the community a place where continued growth and change is expected to occur. The Lockwood Community Plan and its specific Community Focus Areas and Action Steps will help Lockwood prepare for its future and continue to foster its individuality and community atmosphere.

Community Focus Areas, Issues, and Objectives

The Lockwood Steering Committee held meetings and collected information for one year before starting to draft this plan. The Committee took feedback from its members, Lockwood residents, representatives from the five Lockwood Districts, the Planning and Community Services Department, and other agencies before establishing seven Community Focus Areas. These Focus Areas are discussed in detail below. Each one opens with a general goal statement and then identifies specific projects or ideas that the Lockwood Community may pursue to improve life in Lockwood for its residents. Some of these projects and ideas may be accomplished in a few months with limited funds and a few volunteers. Other projects will require years of planning and implementation, as well as significant funding sources. This plan makes an effort to provide Lockwood, the City of Billings and Yellowstone County with information to explain the benefits completion of these projects will have for Lockwood and the rest of Yellowstone County.

Transportation

Goal: Provide ongoing assessment of the Lockwood transportation network, identify transportation needs, and provide community input into local and state projects that impact the Lockwood Community.

The Lockwood Transportation District has been representing the transportation needs of the community since 1983. Five Transportation District Directors are elected and serve staggered four-year terms. The District has its budget reviewed and approved annually by the Board of County Commissioners. The District has the authority to run the day-to-day operations of the District.

The District's largest undertaking was the participation in funding the Johnson Lane Interstate 90 Interchange project in Lockwood by levying funds from the Lockwood Community. Since then, the District has participated in the ongoing planning for a bypass across the northeastern portion of Billings that would directly connect Lockwood with the Billings Heights and other points on the north side of Billings and encouraged the County to improve transportation infrastructure in Lockwood to improve safety and traffic circulation. Some County road projects have been delayed in anticipation of installation of sewer lines if a sewer system is approved for the Lockwood area, according to the County Commissioners.

The Transportation District also has been working to determine if Lockwood could be allowed to manage its share of the gasoline tax revenues that are collected in Lockwood and administered to the County from the state. Information provided by the Montana Department of Transportation shows that a total of \$278,115 annually is allocated from the State to Yellowstone County as its share of the fuel tax revenues generated in the County. This figure does not include state highway projects that are completed in Yellowstone County by MDT that use locally collected gasoline tax dollars to leverage

Federal Highway funds. MDT officials also have stated that the point of origin of the collection of the local fuel tax is not specified when it is collected. However, Al Jones, Regional Development Officer for the Department of Commerce, has researched the gasoline tax allocations in an effort to determine the benefits of a 2 cent local gasoline tax that could be approved locally by voters to boost funds for road projects. Using data provided by the State, Jones has determined that Lockwood generates about \$900,000 in gasoline and diesel taxes annually. This is the third highest in Yellowstone County, following Laurel and Billings. The Board of County Commissioners has expressed concern that if the fuel tax was able to be specifically allocated based on point of origin, it would not be available to benefit some areas of the County where little or no fuel tax revenue is collected. While this is an important consideration, the gasoline tax revenue generated by Lockwood demonstrates its position as a significant player in transportation services in Yellowstone County.

The District's most recent project has been to work toward the completion of a Lockwood Transportation Planning Study. The Planning and Community Services Department has received approval to complete the study and has hired a local transportation consultant. The study is expected to be completed in 2007.

The Transportation District has the authority to levy funds within the district. The District has stated that any new mil levy on the district would be brought to a vote of the Community. Future levies within the District could provide a continuous source of funds for transportation projects in Lockwood. While the District will not independently oversee the completion of all of the transportation project goals the Community has identified in this plan, it will continue to serve as the main conduit and coordinating committee for transportation issues in the Lockwood area.

Lockwood Transportation Planning Study – This study will be a community-wide study that will look at the Lockwood Community in terms of short term and long term transportation needs. The Billings Metropolitan Planning Organization (MPO) has identified the need to conduct a planning study to evaluate the transportation system in the Lockwood area. The study will provide ongoing assessment of the Lockwood transportation network, identify transportation needs, and provide for community input. This will include developing a definitive database for critical streets and roadways, identifying areas where there are traffic safety issues and how they might be mitigated, identifying pedestrian and bicycle corridors in the community, and helping to provide definitive traffic analysis to assist in the design and construction of future transportation infrastructure improvements in the Lockwood area.

Proper traffic circulation, safety and access continue to be concerns of the Lockwood Community at the Interstate 90 interchange at Johnson Lane. Existing development at the intersection of Johnson Lane and Old Hardin Road just south of the interchange already is causing a strain on the roadways in this area. The Montana Department of Transportation recently completed a review of this interchange and has identified problems and recommended several solutions to address some of the traffic issues at this

location. This new information is expected to be included in the Lockwood Transportation Planning Study.

The study is estimated to cost about \$40,000. The Planning and Community Services Department has determined that funding for this study is available through Federal Highway Administration funds. The Planning Department is overseeing the study and has hired a transportation consultant. The study is expected to be completed in 2007.

Objective:

- Completion of the Lockwood Transportation Planning Study is expected between 2006 and 2008.

Implementation Resources/Information Contacts:

Planning and Community Services Department, Transportation Planner – 247-8661

Lockwood Urban Transportation District – 245-6102

County Public Works Department – 256-2735

Northeast Bypass – This is a large-scale project being carried forward by the Montana Department of Transportation in conjunction with local planning agencies. The full extent of the bypass could stretch from the Interstate 90/94 corridor all the way to Molt Road on the northwestern side of Billings. The Lockwood Community is specifically focused on the proposed portion from somewhere near Lockwood to the Billings Heights. The State is currently evaluating the alignment options for the project and is conducting an Environmental Impact Statement. The Lockwood Transportation District has representation on the advisory committee for the bypass and is keeping in touch with the project through the Planning and Community Services Department and the Montana Department of Transportation. The completion of this project is still many years away.

Objectives:

- Provide community input throughout the process

Implementation/Information Contacts:

Montana Department of Transportation – 252-4138

Lockwood Urban Transportation District – 245-6102

Planning and Community Services Department, Transportation Planner – 247-8661

Public Transportation System – The Lockwood Community would like to provide public transportation to residents both within Lockwood and to the surrounding area, including the City of Billings. It will be necessary to determine feasibility of a public or private transit system for Lockwood. Initial research has identified that the City of Billings MET Transit system is the most likely opportunity to provide public transit to Lockwood. However, there are challenges including funding for operation and maintenance of additional bus lines in Lockwood and the need for information on the demand for public transit services in the Community. The Montana Department of Transportation has provided information regarding recent increases in Federal Section 5311 funds for public transportation. However, much of this funding is tied to rural service and further research

is needed to determine if a public transit system that served rural areas beyond Lockwood and also served Lockwood could qualify for these funding sources.

The Lockwood Steering Committee and the Lockwood Urban Transportation District have both been approached by Living Independently for Today and Tomorrow, Inc. (LIFTT). LIFTT provides service to people with disabilities in the Billings area and is interested in coordinating public transportation for its clients and other people with special needs in the Lockwood area. Coordination with LIFTT in investigating options for public transit may be helpful to Lockwood in determining its public transit options. The Lockwood Transportation Planning Study also will look into the issue of public transportation in Lockwood.

Objectives:

- Through the Transportation Planning Study, assess the feasibility of public transit service in Lockwood, including analysis of where a system would be best located, what schedule would be best and what people are willing to pay for the service.
- Discuss the implementation of a pilot public transit system in Lockwood with MDT, MET Transit, Lockwood Transportation District, and County officials.

Implementation/Information Contacts:

Lockwood Urban Transportation District – 245-6102

Montana Department of Transportation – 1-800-714-7396

Transit Planning, City of Billings MET Transit – 657-8378

Living Independently for Today and Tomorrow, Inc. – 259-5181

Lockwood School District #26, Superintendent – 252-6022

Bike/Pedestrian/Equestrian Pathways – Lockwood is significantly affected by commercial vehicle traffic in many areas. The commercial and industrial development in the community has caused a steady increase in heavy truck and commercial vehicle traffic along Old Hardin Road and other roads in the Community. At the same time, there are many residential neighborhoods in the community and a large school complex on Highway 87. The interface of commercial traffic and pedestrian activity has created unsafe conditions, particularly along Old Hardin Road. During the planning process to draft this document and during the Visioning Process before it, residents have expressed a need for pedestrian, non-motorized and equestrian facilities throughout the community.

Objectives:

- Construct pedestrian, non-motorized vehicle and equestrian pathways, trails and sidewalks as applicable with all new road and infrastructure projects.
- Work with the Lockwood Water and Sewer District to investigate constructing trails or walkways where right-of-way or easements for new water and sewer lines are being acquired.
- Work with the Lockwood Irrigation District to investigate locating pedestrian and non-motorized facilities along irrigation canals.
- Utilize existing park land in Lockwood to construct trail corridors to connect neighborhoods and reduce on-street pedestrian and non-motorized traffic.

Implementation Resources/Information Contacts:

Pathways and trails could be funded through a variety of sources, or combination of sources:

- Private funds raised by the Lockwood Community.
- Formation of Rural Special Improvement Districts to construct and maintain sidewalks.
- Sidewalks along roadways could be funded by being included in any road projects in Lockwood that are undertaken by the Montana Department of Transportation.
- Safe Routes to School Program through State and Federal transportation funding.
- Community Transportation Enhancement Program (CTEP) and Montana Air Quality Initiative funds. CTEP requires a 15% funding match for projects. Montana Air Quality Initiative funds require a 13% funding match if the proposed non-motorized trail is not on the Montana Department of Transportation Road System. If the trail is proposed within a road system right-of-way, MDT will provide the funding match.
- Grant funds, including Montana Coal Board Impact Funds that are allocated annually for communities that are impacted by the coal industry in Montana.

Montana Department of Transportation – 252-4138

Planning and Community Services Department, Alternative Modes Coord. – 247-8637

Planning and Community Services Department, Transportation Planner – 247-8661

Lockwood Urban Transportation District – 245-6102

Lockwood Irrigation District – 671-4633

Big Sky Economic Development Authority- 256-6871

Lockwood Water and Sewer District – 259-4120

Yellowstone River Parks Association – 248-1400

County Park Board – 245-5843

County Public Works Department – 256-2735

Land Use:

Goal – Provide ongoing assessment of land use and zoning to help guide future development and identify places for recreation opportunities and other community-wide uses.

The diversity of land uses in Lockwood is part of what has built its identity as an independent community in the County. From the ExxonMobil refinery, to the Beal tanker trailer manufacturing facilities, to the IGA Market, there are a wide range of industrial and commercial land uses present in the community. At the same time, Lockwood boasts several large residential neighborhood areas, a large school campus, a full-time fire department and many small public parks. The Burlington Northern Santa Fe Railroad corridor passes through the community as does the Interstate 90 corridor. All of these land uses and activities mean that Lockwood will continue to be a commercial center and residential community with pressures to grow and change in the future. The community planning process has provided some insight into the existing and future needs and development trends of the community by providing information and input on land uses.

Development Options With and Without Central Sewer– The most significant effect on development in Lockwood is the limitation of not having a community sewer system. To help the Lockwood Community and the County understand how a sewer system will impact Lockwood, two scenarios have been considered and are outlined here and depicted on maps included in this Section. The scenarios are the status quo or “No Sewer” alternative and the “Sewer” alternative.

Without Central Sewer – The first scenario assumes that a community sewer system is not going to be approved and constructed in the near future and that Lockwood will remain a septic system dependent community. This scenario takes into consideration the basic limitations to development imposed by septic systems and the vacant land available in Lockwood for further development. This scenario also assumes that most of the land may be developed at 20,000-square-foot sizes as required by the Montana Department of Environmental Quality (DEQ). However, there may be other factors that could limit or prevent development on some of the land included in the scenario. In this scenario, the current zoning of Lockwood is problematic as in many cases the use of septic systems does not allow the density of development that the zoning allows.

To calculate future build out in Lockwood without a central sewer system, the primary consideration is the DEQ minimum lot size allowed to use a septic system and a centralized water system. This DEQ minimum lot size is 20,000 square feet. Using this lot size, it is possible to estimate the potential number of residential lots that might be developed in Lockwood without a central sewer system. Map 2 shows vacant agricultural land and other residentially zoned land that is expected to be developed. The limited topographic challenges, access to roads and current or future access to the Lockwood Water and Sewer District water system makes this land likely to be developed. Taking the total square footage of this land in Lockwood, subtracting out 20% to accommodate roads and other public infrastructure, and dividing the total by the 20,000-square-foot lot size provides an estimate of 2,902 new residential lots and 7,255 new people in Lockwood in this scenario. These numbers provide Lockwood with an idea of how much more residential growth the community could see without a central sewer system and the potential needs for community services and infrastructure this new development could generate. A comparison of the two scenarios is provided in Table 2.

Beyond the number of lots that could be developed, this estimate also shows that the majority of available land for residential development at the maximum allowed density by DEQ is in the eastern and southeastern portions of the community. This focus of development should also help Lockwood determine where new community facilities might be located to serve the new residents in this area of the community. Map 2 and the discussion provided in the Proposed Land Use section below takes into consideration this focus of growth in the eastern and southeastern portion of Lockwood since extensive new development with and without sewer is expected to be in this area of the community.

This estimate of future residential development without central sewer does not accommodate for large-lot residential development that may occur beyond the service area of the Lockwood Water System. There is likely to be some of this type of

development in the southern area of Lockwood, but given the challenges of topography, access to roads and the challenges to getting drinking water, the development in this area is expected to be minimal and would be very difficult to predict.

With Central Sewer – This scenario assumes that a community sewer system is approved and constructed. This scenario assumes the zoning in Lockwood could be developed to its full density under the existing zoning, that sewer service would be available to almost all of the areas that are served by the Lockwood Water System and considers the vacant land available in Lockwood at its current zoning density or a higher level of density if the zoning were to be changed. This scenario also assumes that most of the property within the Lockwood Water and Sewer District Boundary could be served by sewer. However, there may be areas within the District that have limitations or restrictions on development that are unique to specific properties.

Analysis of the residential build out of Lockwood using the current zoning and developable agricultural land was done by taking all of the residential zoning districts in the community and calculating the total square feet that each zoning district has in the core Lockwood area. For the land evaluated in the Agricultural Open Space zoning district, the total square footage of the land was divided by 9,600 square feet (equivalent to the density allowed in the Residential-9600 zoning district). The boundary of this analysis area and the agricultural lands that were included in this analysis are depicted in Map 2. The analysis area boundary was determined in part by the changes in topography to the south of the core of Lockwood and the area where water and sewer service is expected to be available over time. By taking the total square footage in the residential zoning districts and subtracting 20% for infrastructure needs such as road right-of-way, the total potential build out in the analysis area is 5,370 lots. The 5,370 includes all lots within the residential zoning area and so includes much of the existing lots, homes and residents of Lockwood. To estimate how many additional people might be accommodate if central sewer allowed the zoning to reflect actual density, the 5,370 was multiplied times an average of 2.5 people per household. This provided a total population of 13,425 people. However, the new population estimate for the Lockwood community is 7,200. Subtracting 7,200 from 13,425 provided the approximately 6,225 additional people on 2,490 lots (2.5 people per home) that could be accommodated in the existing residential zoning districts in Lockwood if central sewer was available.

The next step in this analysis takes into consideration property that is currently zoned Agricultural Open Space that has limited topographic challenges and could be served by the Lockwood Water System in the future. In considering the agriculturally zoned land, the same density allowed in Residential-9600 zoning was used to estimate residential build out on the agricultural lands. By taking the total square footage in the Agricultural Open Space zoning district identified on Map 2 in blue cross-hatching, subtracting 20% for infrastructure needs, and dividing the total by 9,600 square feet, the total build out in the agricultural portion of the analysis area is 3,480 lots accommodating approximately 8,700 people at 2.5 people per house.

The last step in the analysis is to combine the existing population estimate of 7,200 people with the residential zoning build out population estimate of 6,225 new people and the agricultural zoning district estimate of 8,700 people. This brings the total potential population estimate at full build out with central sewer to a total of 22,125 people and a total of 8,850 lots. This number is not a growth projection over time but shows an estimate of the total potential population and residence build out in these zoning districts.

These numbers provide Lockwood with an idea of how much more growth the community could see with a central sewer system and the potential needs for community services and infrastructure this new development could generate. A comparison of the two scenarios is provided in Table 2.

Objective:

- Allow the Lockwood Community and all county residents to understand the challenges and opportunities to development that Lockwood faces depending on the availability of a community sewer system.

Table 2. Residential Build Out Comparisons Without and With Central Sewer

Scenarios	Population	Lots
Without Sewer (20,000 sq.ft.)		
Current Population	7,200	2,880
Additional Residential (septic)	3,077	1,231
Additional Ag (septic)	4,177	1,671
Total	14,454	5,788
With Sewer (Zoning Districts)		
Current Population	7,200	2,880
Additional Residential	6,225	2,490
Additional Ag (9,600 sq.ft.)	8,700	3,480
Total	22,125	8,850
<i>Difference</i>	<i>7,671</i>	<i>3,062</i>

Proposed Land Uses – Two land use maps accompany this plan. Map 3 shows current land use and zoning in Lockwood. Map 4 shows preferred land uses in the Lockwood Community as identified in the community planning process and in conjunction with the City of Billings and Yellowstone County Growth Policy and Unified Zoning Regulations. Map 4 identifies four overlay land use categories. These four overlays are placed over the current zoning to show potential future land uses in these areas. Changes in zoning might be required with some of these proposed overlays as well as cooperation from property owners. Map 4 is strictly designed to show suggested future land use in some areas of Lockwood and is based on existing knowledge of development activities in the area, information in the Lockwood Community Visioning Project 2002, and input from the residents and service districts in Lockwood. It simply provides the Lockwood Community, public officials and developers direction as to what kinds of development is expected in different areas of Lockwood in the long term. The four overlay categories are defined below and shown on Map 4.

Residential – Areas where development for all types of residential housing is expected to occur in the long term.

Community Facilities – Areas where schools, fire stations, post offices and other public services are expected to be located in the long term.

Commercial – Areas where development for retail and service businesses is expected to occur in the long term.

Parks/Open Space – Areas where public parks, trails and open space may be provided.

***Industrial** – There is already significant industrially zoned property in Lockwood along the railroad and interstate corridors and along the Yellowstone River (**See Map 3**). While some of this property is developed, there also is vacant property that is available for industrial uses. The Community did not identify any additional land area that could be zoned and used in the future for industrial uses. The existing industrially zoned property is expected to fulfill any future needs for industrial uses in Lockwood.

Objectives:

- Support the general recommendations of the proposed land uses in Map 4 when subdivision, zoning, and development proposals and decisions are being considered by developers and Yellowstone County officials.
- Provide Map 4 as a community guide to developers when they consider projects in Lockwood.

Yellowstone River Corridor – The Lockwood Steering Committee in looking at existing zoning and land uses along the Yellowstone River in Lockwood found there is potential for park and recreational uses in the river corridor. While most of the land along the river is privately owned, the area is within the flood plain and has limited access in some areas due to the railroad corridor that runs south of the river. In looking for future park land, recreation and open space areas, the Community has identified this area as a place that could support these types of uses to the benefit of all County residents. The Yellowstone River Parks Association, which has been building and supporting river access and recreation opportunities along the River for more than 15 years, is a great source of information and assistance for the Lockwood Community.

Objective:

- Investigate with landowners the potential for land swaps for existing unusable parkland, land purchases, or granting of trail easements along the Yellowstone River Corridor in Lockwood.

Implementation/Information Contacts:

Land owners along the Yellowstone River in the Lockwood area

County Park Board – 245-5843

Planning and Community Services Department Alternative Modes Coord. – 247-8637

Montana Fish, Wildlife and Parks – 247-2951

Annexation – The question of whether Lockwood could be annexed into the City of Billings has been an ongoing debate in the Lockwood Community for several years. There are two basic ways that an annexation could occur in the case of Lockwood. The first annexation option would be if the residents of Lockwood moved a petition for annexation forward to the City of Billings and the City approved of the annexation. In this scenario, a petition signed by at least 33 1/3% of the residents of the area to be annexed would have to be submitted and then the question of annexation would have to be voted on by all of the voters in the area proposed to be annexed (Please see section 7-2-4601 of the Montana Code Annotated for more details on the annexation procedure).

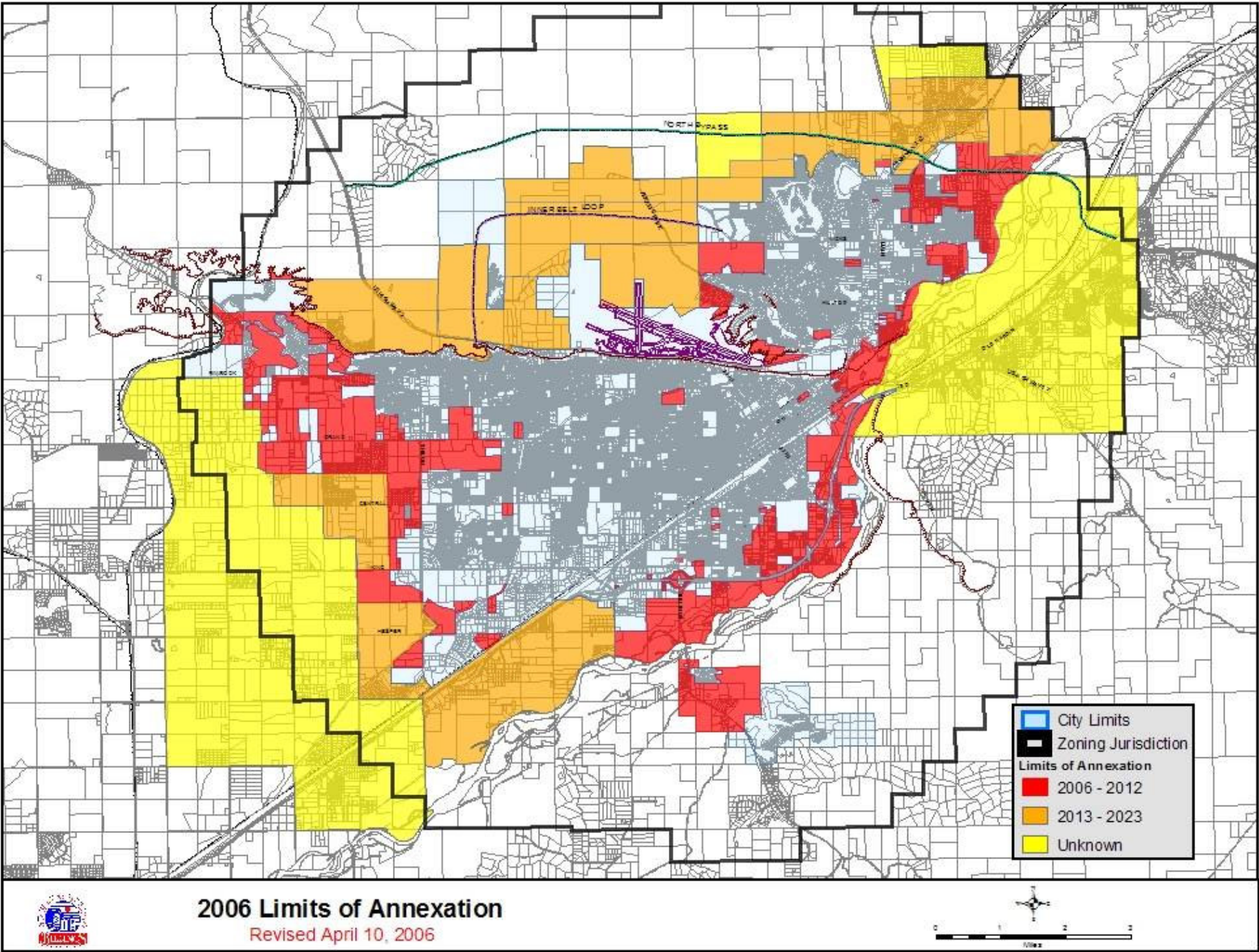
The second annexation scenario is if the City of Billings received a written petition signed by either more than 50% of the resident electors owning real property in the area to be annexed; or the owner or owners of 50% of the real property in the area to be annexed. In this case, no vote on the question of annexation would need to be held and the City could proceed with the process to approve or disapprove of the annexation (Please see section 7-2-4601 of the Montana Code Annotated for more details on the annexation procedure).

Aside from the specific state laws that address how Lockwood might be annexed into the City of Billings, the City of Billings Annexation Policy provides guidance to Lockwood and the City in terms of the City's long term plans for considering annexation of the Lockwood Community. The adopted Annexation Policy for the City does not specify a specific time in the future that Lockwood might be annexed to the City of Billings. It labels the Lockwood area as "Unknown" on the limits of annexation map adopted with the Annexation Policy (**See Map 5**). There are three time periods identified within the annexation policy for when certain areas around the City might be annexed base on the ability of the City to provide services to the different areas. Areas that are within the 2006-2012 area are expected to be annexed at anytime. Areas within the 2013-2023 area are not expected to be annexed until at least 2013. Lockwood is classified beyond this area as "Unknown."

The Annexation Policy also specifies that areas that are to be annexed into the City must have public improvements that meet City Standards. This is not currently the case in Lockwood in terms of street standards and other improvements. However, if a large area of Lockwood were to be annexed at one time, it is likely this issue would be resolved in some way to allow annexation prior to bringing all public improvements up to City Standards. This issue would need to be further addressed if annexation were under consideration for a portion of Lockwood.

Given the City's adopted annexation policy, it is unlikely that Lockwood will be annexed into the City in the near future. Regardless of the city's position, the first step in discussing annexation for Lockwood would need to include the residents. Please refer to the City of Billings Annexation Policy in Appendix B of this report for more information.

Map 5. City of Billings Limits of Annexation Map.



Incorporation – The incorporation of Lockwood into its own municipality also has been an ongoing topic of discussion in the community. A population of about 7,200 people, a fire, school, transportation and water and sewer district, and a community-wide feeling of independence makes Lockwood appear as though it is already a municipality. However, the community faces challenges because it is not incorporated. Lockwood has no ability to tax itself for services and improvements and make its own community decisions related to infrastructure, law enforcement and other services. Yellowstone County is the local government entity that has jurisdiction in Lockwood. Some of the service districts in Lockwood may be limited in the amount of funds they can raise operating in an unincorporated community versus an incorporated community.

The two greatest challenges Lockwood faces when considering incorporation is the City of Billings and Yellowstone County. One of the requirements for incorporation is that the area to be incorporated is more than three miles from the boundary of an incorporated city which has refused to annex the proposed territory. While the City of Billings Annexation Policy does not specify when and whether Lockwood may be annexed to the City, the City of Billings has not directly stated that it will not annex Lockwood. The first step in determining of incorporation is a possibility for Lockwood is to have the City of Billings state that it will not annex Lockwood. The Billings City Council in March 2006 directed City staff to research the challenges and requirements that would need to be addressed if the City were to annex Lockwood. City staff had not completed the analysis at the time this plan was adopted.

The Yellowstone County Board of County Commissioners is the governing body that accepts the petition for incorporation and oversees the election process for the Lockwood Community to approve of incorporation. It would be necessary to consult the Board of County Commissioners before moving forward with a petition for incorporation since the Commission would be involved in the entire process. For more information on the incorporation process, please refer to Appendix C.

Cost Analysis of County, Annexation and Incorporation Scenarios – The Lockwood Community's discussions about incorporating or being annexed into the City of Billings has created interest in the costs to residents under the various scenarios. Data gathered from local realtors, the City of Billings Finance Department, the City of Billings Land Management Administrator and the Yellowstone County Property Tax and Assessment Information Database allowed a comparison of costs of owning property in Lockwood (Yellowstone County), the City of Billings and the City of Laurel. Laurel was chosen as a comparison of what costs might be like in Lockwood if it incorporated. The analysis took three residential properties that all sold for about \$150,000 in early 2006 in Lockwood, Laurel and Billings, and compared the taxes and fees each property pays in its respective jurisdiction. The \$150,000 figure was taken from local real estate data that indicated that the average selling price for a home in Lockwood in 2004-2005 was about \$150,000 (See Figure 1).

The cost analysis reveals that a \$150,000 home pays more in total taxes and fees in Lockwood and Laurel than it does in Billings (See Table 3). This analysis does not factor in the required improvements necessary to meet City of Billings Standards or City of Laurel standards for infrastructure that would be required with annexation, but assumes that if everything were at standard these are taxes and fees that would be paid annually on the properties in the three jurisdictions. The information provides some indication to Lockwood residents what kinds of taxes and fees might be incurred if Lockwood were to incorporate into its own municipality or be annexed into the City of Billings.

Table 3. Property Tax and Fee Comparison for Laurel, Billings and Lockwood

	LAUREL	BILLINGS	LOCKWOOD
PROPERTY TAX:			
SCHOOL DISTRICT	\$508.50	\$435.13	\$602.39
SCHOOL RETIRE & TRANSP.	\$102.37	\$99.79	\$111.25
CITY	\$326.88	\$256.85	
YELLOWSTONE COUNTY	\$186.26	\$181.33	\$276.10
STATE EDUCATION	\$203.36	\$198.24	\$220.99
BIG SKY ECONOMIC DEV.	\$5.48	\$5.34	\$5.95
TOTAL PROPERTY TAX:	\$1,332.85	\$1,176.68	\$1,216.68
COUNTY SPECIALS:			
LANDFILL			\$18.00
LOCKWOOD FIRE			\$196.95
SOIL CONSERVATION	\$0.97	\$0.94	\$1.05
RSID			\$80.00
LOCKWOOD SEWER			\$25.00
CITY SPECIALS:			
GARBAGE		\$79.00	
NUDD – NUTTING DRAIN	\$10.00		
FIRE HYDRANT MAINT.		\$17.62	
STREET MAINT.	\$168.00	\$39.26	
LIGHT MAINT		\$5.74	
ARTERIAL FEE		\$27.92	
STORM SEWER MT.		\$25.82	
TOTAL SPECIALS:	\$178.97	\$196.30	\$321.00
TOTAL TAX:	\$1,511.82	\$1,372.98	\$1,537.68

Schools/Education:

Goal: Identify the needs of the Lockwood School system and consider new locations for new schools in Lockwood to serve Lockwood and the surrounding areas.

The Lockwood School District #26 is considered by many residents to be a very important pillar in the community. The people of Lockwood consider the quality education provided at the elementary, middle and junior high schools to be a vital part of the community for both students and adults. It is not uncommon for between 700 and 800 people to attend the annual Family Fun Night at the schools. This focus on education means that the future needs of District #26 and all students in Lockwood must be recognized and addressed in any long-range planning in the community.

K-8 Needs and Location – The Lockwood School District Board is in the process of planning for the future infrastructure needs of the district. A board meeting early in 2006 concluded that about 13 more classrooms are needed and there is upgrading of the existing facilities that must be completed soon. The 13 classrooms are in addition to the six new classrooms that the district recently completed in an addition/remodel to the existing school facilities. The District is considering the option of constructing a new school building on the District's existing campus property. Another longer term consideration is new schools located on other sites around Lockwood. This is an issue that has come up in discussions of expanding the elementary and middle school facilities in Lockwood as well as building a high school in the community (See next issue below). The Lockwood School Board in early 2006 appeared to have decided to focus its expansion efforts at the existing campus instead of considering alternate school sites for current or future expansion needs. The Board has hired a consultant to work on the initial options for a new school facility at the existing campus and plans to have more information for community review later in 2006.

While the Lockwood School District #26 Board will have to make the final decision as to what types of expansion are needed to serve the Lockwood students, the issue has been included in the Community Plan to encourage recognition of the issue as important to the community, and to support efforts to examine solutions that will address educational needs and growth in the next 10 to 20 years. The reason the Community Plan makes an effort to identify potential schools sites around Lockwood is to address the possible long range educational needs of the community (**See Map 4**).

Objective:

- Support the efforts of School District #26 to plan for the educational needs and growth of Lockwood students in the next 10 to 20 years and suggest some possible school sites beyond the existing Lockwood School Campus for future infrastructure needs.

High School – The possibility of a high school in Lockwood is the center of an ongoing discussion and debate that spans Lockwood School District #26 and Billings School District #2. Currently, Lockwood students attend one of the three high schools in the Billings school system. This requires bussing and transportation of students from

Lockwood to either Senior High School or Skyview High School in Billings. Since Lockwood School District #26 is not a high school district, and there is a state-imposed moratorium on formation of new high school districts in Montana, planning for the future needs of Lockwood high school students must include communication and planning with Billings School District #2. However, part of this discussion may include the idea of a high school in Lockwood which would serve Lockwood and Billings students.

The Community Plan recognizes that there is a need to serve Lockwood high school students in the best possible educational environment that may be achieved and supports two objectives to forward this goal. One objective is communication between the community and the two school districts, and the other objective is providing potential locations in Lockwood where a high school could be located (**See Map 4**). One option that has been suggested by the Lockwood Steering Committee is to research the potential for an interlocal agreement between the Lockwood School District and District 2, or another County School District to share services and facilities. This option might provide a cost savings to all parties involved while providing more services that are currently available to one of the school districts independently. Any discussion of an interlocal agreement should involve Lockwood and Billings school officials.

Objective:

- Support communication between Lockwood School District #26 and Billings School District #2 to plan for the educational needs and growth of Lockwood high school students for the next 10 to 20 years, and suggest some possible high school sites in Lockwood.

Parks and Recreation:

Goal: Identify ways to maintain and improve existing parks in Lockwood and provide direction and support for the creation of new parks and recreation areas in the community.

Lockwood has at least 17 public county parks totaling more than 80 acres (**See Map 6**). The main community concern with the existing parks has been that many remain undeveloped and unidentified to the point that some residents have thought parks are empty lots privately owned. With the exception of Lockwood Park off of Old Hardin Road that has the Little League baseball fields, most of the other parks in Lockwood are in need of maintenance and improvements. During the Community Planning Process, Lockwood residents have expressed interest in finding ways to improve existing parks and find sustainable ways to maintain them.

Park Locations and Development – Identifying the existing parks in Lockwood for the community and also identifying potential new park space at school sites are important steps toward recognizing the park system in Lockwood and providing a starting point for improving and maintaining the parks. Map 6 identifies the public parks in Lockwood with each park identified by name and total acreage. Aside from locating existing parks, the community also is interested in being proactive with future park locations. The Lockwood Fire Department's plans for a new fire station and community center is

expected to have room for some park facilities on the grounds and any new school sites in the community also might be locations for recreational open space and developed parks.

Lockwood also has significant frontage along the Yellowstone River. While much of the property is in private ownership, it also is located in the flood plain and, in some areas, is cut off from the community by the railroad tracks. There is a potential for future acquisition of riverfront park land in the flood plain areas and in areas that have limited or no access across the railroad tracks. Investigation of such park opportunities would be discussed with land owners on a case-by-case basis. No specific parcels have been identified at this time.

Objective:

- Provide a map of the parks in Lockwood within this plan and continue to push for new park space in conjunction with other community facilities that are built, including the new fire station and any school sites designated in the future. Identifying potential park land along the river corridor and investigating trades of small parcels of park land for more useable tracts also should be considered.

Implementation/Information Contacts:

County Park Board – 245-5843

Planning and Community Services Department, Alternative Modes Coord. – 247-8637

Yellowstone River Parks Association – 248-1400

Volunteering and Formation of Park Maintenance Districts – In instances when County Park funds are limited or not available to take care of the parks in Lockwood, the community has the option to initiate community volunteer efforts to improve parks. This is already utilized in Lockwood Park, where the Little League organization takes care of the baseball fields and facilities for its own use. The neighbors have created a maintenance district for Harris Park up in the Emerald Hills area of Lockwood that might be used as an example for other maintenance districts.

Options for other volunteer efforts might include having a twice-a-year park clean up day that would provide a spring and mid summer time for volunteers to come together and cleanup and prepare parks for community use during the summer season. This could be organized on a rotation basis so that all of the parks could be handled on different dates and could include residents from all areas of Lockwood or focus on the people who live in the neighborhood where each park is located. An Adopt-A-Park Program also could be created so that local organizations, businesses or individuals could adopt a park and provide basic maintenance and pursue funding sources for park improvements. A local Girl Scout Troop or employees from a Lockwood business could adopt a park for one year, or more, and provide basic maintenance while also soliciting resources to install playground equipment or other park improvements.

Formation of one or more Park Maintenance Districts for Lockwood is another way to address ongoing care and oversight of the parks in the community. One idea that the community has raised is investigating if one, or several, of the five existing service

districts could take on some park maintenance. For example, if the Lockwood Water and Sewer District and the Lockwood School District formed a cooperative agreement to provide some maintenance for several parks, they could donate equipment and staff time in conjunction with community volunteers to provide maintenance for the parks.

The County Park Board is supportive of any of the recommended approaches to improving the parks in Lockwood and is interested in working with the community in an advisory and limited support capacity.

Objective:

- In cooperation with the County Park Board, investigate community-initiated park maintenance and community and service district-driven park maintenance districts to make the parks in Lockwood more user-friendly and attractive for residents.

Implementation/Information Contacts:

County Park Board – 245-5843

Trails/Walks – The Lockwood Visioning Plan in 2002 and the community process to draft this plan both identified a community desire for non-motorized trails and walkways through Lockwood to enable school children and all members of the community to safely and efficiently travel around Lockwood on foot, by bicycle, or by other non-motorized means. The Lockwood Transportation District is supportive of assisting with oversight of future locations for trail and walkway facilities in conjunction with future road improvement plans and projects in Lockwood. Other districts that could have an important role in getting trails and walkways built in the community are the Lockwood School District and the Lockwood Water and Sewer District. The School District could assist in identifying safe routes to the Lockwood schools and the Water and Sewer District is always aware of its needs for future right-of-way and access for utilities that could double as accesses for trails and walkways. The Transportation Planning Study also will look at the needs for trails and walkways in its analysis.

Objective:

- Request the inclusion of pedestrian, non-motorized and equestrian trails or walkways with any new road reconstruction project that is undertaken in Lockwood. Coordinate with the Lockwood Transportation District, County Public Works Department, Planning Department and the Montana Department of Transportation to accomplish this objective.

Implementation/Information Contacts:

Montana Department of Transportation – 252-4138

Lockwood Urban Transportation District – 245-6102

Big Sky Economic Development Authority- 256-6871

Lockwood Water and Sewer District – 259-4120

Lockwood School District #26 – 252-6022

Planning and Community Services Department Alternative Modes Coord. – 247-8637

Yellowstone River Parks Association – 248-1400

Planning and Community Services Department, Transportation Planner – 247-8661
County Park Board – 245-5843
County Public Works Department – 256-2735
Lockwood Irrigation District – 671-4633

State and Federal Parks as Amenities for Lockwood – Lockwood has two significant parks that the community should capitalize on for its own use and for bringing visitors to the Lockwood area. The Pictograph Cave State Park is south of Lockwood and the Four Dances Natural Area is located along Lockwood’s western border with the Yellowstone River. The two parks are outlined in some detail below.

Pictograph Cave State Park – Located just 6 miles south of Lockwood, the Pictograph, Middle and Ghost cave complex was home to generations of prehistoric hunters. Over 30,000 artifacts have been identified from the park. A short paved trail allows you to view the rock paintings, known as pictographs, that are still visible in Pictograph Cave, the largest of the three. Interpretive signs tell the story of Montana’s first professional archaeological studies and excavations. This site is listed as a National Historic Landmark.

Four Dances Natural Area – Located along the eastern edge of the Yellowstone River off of Coburn Road, this approximately 760-acre area is owned and managed by the Bureau of Land Management. This public land provides sweeping views of Billings from the high rims along the river and is located along Lockwood’s western boundary.

Objective:

- Direct Lockwood residents and visitors to the state and federal park lands in the Lockwood area and recognize these two public spaces as significant assets to the Lockwood Community.

Emergency Services:

Goal: Provide support to local fire department and emergency services for new programs and facilities to increase the public safety services in Lockwood.

Part of what supports the identity of Lockwood as independent community is the Lockwood Fire District. The District includes full time firefighters and emergency medical personnel and provides fire protection services to an estimated 9,000 people in the greater Lockwood area. The need for well-equipped emergency services in Lockwood goes beyond the standard needs of residential and commercial businesses. The industrial businesses in Lockwood include an oil refinery, several heavy manufacturing operations and chemical manufacturers. An interstate highway corridor and a major East-West railroad corridor also add to the mix of potential hazards that emergency services might be needed for. In addition to fire services, the County Sheriff’s Office provides police protection to Lockwood. The urban density of Lockwood provides added challenges to law enforcement personnel that are often more familiar with the more rural county environment. As Lockwood grows, all emergency services will need to grow and have the best possible resources to provide quality service to the community.

Public Facility Safety – Facilities at the Lockwood Water Treatment Plant, Lockwood Fire Department, Lockwood School District and portions of the Lockwood Irrigation District are all public facilities that are susceptible to vandalism or other illegal activities that could cause serious damage to facilities and the people of Lockwood. Several of the service districts in Lockwood have voiced an interest in creating a neighborhood-watch type program that would provide an added level of vigilance for these facilities. The program could involve formation of a group of representatives from the different service districts and the Yellowstone County Sheriff's Department that would monitor safety problems at the facilities on a monthly basis. The program also could use representatives who live in different neighborhoods near the facilities to encourage community monitoring for suspicious activity at the facilities and raise awareness by posting Facility Safety Watch signage near the properties to discourage vandalism.

Objective:

- Encourage communication and planning between the Lockwood service districts and the Yellowstone County Sheriff's Department to create a Public Facilities Safety Watch program in Lockwood.

Implementation/Information Contacts:

Yellowstone County Sheriff's Department – 256-2929

Lockwood Fire District – 252-1460

Lockwood Water and Sewer District – 259-4102

Lockwood School District #26 – 252-6022

Lockwood Irrigation District – 671-4633

Fire Department and Health Clinic – The Lockwood Fire District has purchased land on Johnson Lane for the construction of a new fire department. The Fire District intends to make the facility multi-purpose so that it may serve the Lockwood Community beyond fire protection services. The facility as it is proposed would provide a new fire station, a community meeting facility, space for offices or administration services for the Lockwood Service Districts, and room for kitchen facilities for community events and services for Lockwood's senior population. The facility also is proposed to house a health clinic staffed by health care providers from the Billings area. The clinic is expected to provide basic medical services and also could serve as a transfer site for patients served by the Lockwood Fire District if they need further medical attention at the hospitals in Billings.

A health clinic in Lockwood was operated by St Vincent's Health Care from 1996 through 2001. The clinic was set up at the Lockwood Schools inside a mobile trailer set up in front of the Intermediate School Building. A nurse practitioner staffed the clinic and most services to students were free and some services were charged via a sliding scale. The Lockwood School Nurse also had her office in the clinic facility. Most of the patients of the clinic were children. Over time, St. Vincent's found that the clinic was under utilized and not efficient. In 2000, the Lockwood School District offered St. Vincent's land on which to build a clinic and a parking lot for a lease cost of \$12,000 per year. St.

Vincent's declined the offer due to the hospital's budgeting for other projects at the time. In 2001, the mobile unit was removed and the nurse practitioner visited regularly, weekly and then not at all. The St. Vincent's Ronald MacDonald Mobile Unit began to visit the Lockwood Schools and continues to do so currently. Given the past experience of a health clinic in Lockwood, it appears that some research into demand for health services and coordination with the Lockwood School District and the Lockwood Fire District would be needed to determine if a health clinic could be sited in the Community.

Objective:

- Support the Lockwood Fire Department in working with the Lockwood Community and the hospitals in Billings to open a medical clinic in conjunction with a new Lockwood Fire Department and Community Center to serve Lockwood residents.

Emergency Radio – The Lockwood Community has multiple industrial facilities and several transportation corridors that could pose a danger to the public health and safety if something went wrong at one of the facilities or along one of the transportation routes. The ExxonMobil refinery, the cogeneration plant, and the railroad and interstate corridors are some examples of specific areas in Lockwood that could create serious public health and safety concerns. During the community planning process, it was observed that the Federal Communications Commission has provided for licensing of small low-frequency FM radio stations in communities across the country. It was suggested that one of these stations might be useful as a way to broadcast emergency information to the Lockwood Community. It might be possible to coordinate such a station with the Lockwood Fire District, ExxonMobil and local law enforcement agencies to provide safety information to Lockwood residents on a regular basis.

Objective:

- Encourage the Lockwood Fire Department and ExxonMobil to investigate the licensing and operation of a low-frequency FM radio station to provide public health and safety information to the Lockwood Community.

Community Enhancements:

Goal: Provide attractive entryways and travel corridors in Lockwood.

Entryways – Two interchanges on Interstate 90 provide two clear entryways into the Lockwood Community. One is located at the west end of Lockwood just after the Interstate crosses the Yellowstone River and the other is near the east end of Lockwood accessing Johnson Lane and Old Hardin Road. As gateways into the community, residents have expressed an interest in working with the Montana Department of Transportation and, potentially, area business owners to landscape these entryways and create attractive physical and visual gateways into Lockwood. Signage and landscaping could enhance these points and provide a stronger identity for Lockwood as it welcomes visitors to the community.

Objective:

- Investigate the options for landscaping and signing the two interstate entryways into Lockwood to better define the community boundaries and welcome visitors. Work with the Montana Department of Transportation and land owners at the interchanges to accomplish this objective.

Implementation/Information Contacts:

Montana Department of Transportation – 252-4138

Lockwood Urban Transportation District – 245-6102

Big Sky Economic Development Authority- 256-6871

Lockwood School District #26 – 252-6022

Planning and Community Services Department, Transportation Planner – 247-8661

County Public Works Department – 256-2735

Infrastructure:

Goal: Continue to research and support the improvement and installation of community infrastructure that will better serve Lockwood

One of Lockwood's greatest assets and challenges is its existing and potential infrastructure systems. The Lockwood Water and Sewer District provides domestic water to much of the Lockwood Community and is in a master planning process to determine where new expansion of the water system may be possible. Since there is no community sewer system, Lockwood depends on individual septic systems for sewage. This dependence on individual septic systems in an urban community with some high-density development is causing problems for businesses and residents who do not have enough room to rebuild failing septic systems. Without the community water system that is in place, much of Lockwood would face significant challenges to treating the groundwater for domestic and commercial uses.

The Lockwood Community is a diverse mixture of residential and mobile home subdivisions and commercial property ranging from restaurants, gas station convenience stores, grocery stores, industrial and general service businesses.

Lockwood is an older community from a subdivision development standpoint with lots of 20,000 square feet or less in size. The Department of Environmental Quality (DEQ) currently requires a minimum of 20,000 square feet for subdivision lots developed today that are served by a public water system. It is estimated that approximately 3,000 new residential lots could be created by using available land. It is estimated that approximately 7,200 new residents could populate Lockwood with this future subdivision activity.

Since 1975 the Yellowstone City-County Health Department has inspected over 4,000 new septic systems in Lockwood. Since 2000 the data indicates that there is approximately a 12-15 % failure rate of the residential septic systems. Most of these failures are due to the age of the systems. Many of the systems are 20 to 30 years old.

Many on-site systems have been repaired once and some twice. As existing systems begin to fail, determining total replacement areas will become an increasing problem.⁴

Commercial establishment on-site wastewater systems have fared even worse when it comes to longevity and proper operation. A total of five systems have had to be repaired and enlarged due to early failure that caused potential health hazards due to surfacing sewage. These systems are being replaced with larger and higher treatment level type systems.⁴

With a possible density of 1,115 on-site wastewater systems per square mile, it is difficult to determine the future impact that these systems may have on the groundwater in the Lockwood area. The Montana Bureau of Mines (MBMG) has 33 groundwater monitoring wells located through-out the Lockwood area. Nitrate and Specific Conductance are the two levels being monitored at this time. Nitrate levels range from less than one to 24 milligrams per Liter (mg/L). Lockwood historically has had high nitrate levels in the groundwater. The Public Drinking Water Standard Limit for nitrate is 10 mg/L.⁴

It seems inevitable that residential and commercial growth will continue in the Lockwood Community. The continued use of on-site wastewater systems to provide sewage disposal for this growth will require development to be carefully reviewed and under strict guidelines. Larger lots may have to be used for subdivisions, high treatment level type systems may have to be designed. It may also be necessary to remove mobile homes in existing trailer courts to provide space to replace old, failing septic systems.⁴

Lockwood has embarked on a community-effort to build a community sewer system that would either utilize the City of Billings wastewater treatment plant or depend on a new treatment plant for Lockwood. This effort has met resistance from some Lockwood residents and has not yet been approved by Lockwood voters. Unfortunately, there is a time limit on grant funds that have been secured to design and build the sewer system, and in October 2006 significant amounts of funds could be withdrawn from the project. The community is planning to have one more vote on the sewer system before the October 2006 deadline.

The Lockwood Water and Sewer District in April 2006 began research into creating a sub-district to start the sewer project that would allow businesses and residents interested in having sewer service included in a smaller district than the existing sewer district area. This option was made available after the Montana Legislature passed a law in the 2005 session to allow water and sewer districts to create sub-districts within their legal boundaries. A potential sub-district boundary has not yet been specified but is expected to be in the core area of Lockwood and include businesses. Only people within the sub-district boundary would vote for the sewer project and would pay for the project within the sub-district boundary. The Lockwood Water and Sewer District would provide

⁴ The Yellowstone City-County Health Department's Environmental Health Program provided this information to be incorporated into the Community Plan to provide some specific information on the challenges that face the Lockwood Community with its current treatment of wastewater through individual septic systems and small commercial septic systems.

funding through grants to allow for construction of trunk lines sized to accommodate added capacity in the future as other portions of Lockwood connect to the sewer system. Existing grants also would pay for the connection to the City of Billings sewer plant for sewer treatment.

Infrastructure Planning – The Lockwood Water and Sewer District launched a master planning process in the spring of 2005 to plan for future expansion of the domestic water system to serve the Lockwood area. This plan is expected to be completed in 2006 and will provide the community with important information as to how and where the system may be able to be expanded to serve more area of Lockwood. Like this Community Plan, the water system master plan will provide guidance to the community and local governments as to how growth may occur in Lockwood.

Objective:

- Support the domestic water system master planning process of the Lockwood Water and Sewer District and utilize the completed master plan as a tool to direct future growth and development in the Lockwood Community.

Sewer – Lockwood has embarked on a community-effort to build a community sewer system that would either utilize the City of Billings wastewater treatment plant or depend on a new treatment plant for Lockwood. This effort has met resistance from some Lockwood residents and has not yet been approved by Lockwood voters. Unfortunately, there is a time limit on grant funds that have been secured to design and build the sewer system and in October 2006 significant amounts of funds could be withdrawn from the project. The community is planning to have one more vote on the sewer system before the October 2006 deadline.

While the community is clearly at odds over the sewer system proposal, Lockwood Community Planning Initiative participants recognize a need for a sewer system and support the efforts to find a proposal that will be acceptable to the community. This support comes from the fact that future residential and commercial development, and existing businesses in Lockwood, are severely constrained by the lack of a sewer system (See discussion of public health issues earlier in the Infrastructure Section).

Objective:

- Support the funding, design and construction of a community sewer system in Lockwood that will allow the community to grow to its full potential and enable existing businesses and residents to continue to do business, live and work in Lockwood.

Stormwater Drainage – Yellowstone County is in the process of completing a permit application to the Department of Environmental Quality for management of stormwater drainage in the Lockwood area. The overall implications of this permitting process are not completely clear in terms of what types of management and monitoring the County will do through the permitting process. The County has been working with a consultant to complete its application and move toward receiving a permit from DEQ. It is expected

that there will be no significant visible changes to Lockwood residents with the issuance of this permit. However, there may be significant changes over time regarding new residential and commercial development in Lockwood and how stormwater is addressed with infrastructure repair or construction in the Community. More information regarding this permitting process is available from the Yellowstone County Public Works Department at 256-2735.

Special Districts – There is a significant amount of commercial and industrial development in Lockwood. There are several corridors and nodes of commercial development that might lend themselves to the creation of one or more Business Improvement Districts (BIDs) to provide specific services to the businesses in the area as a group. The Community Planning Process participants have suggested that it might be beneficial to Lockwood businesses to research the possibility of creating one or more BIDs in the community. The Downtown Billings Partnership has created a BID for a portion of downtown Billings. The pooling of resources among several businesses can provide shared landscaping services, snow removal, security and even funding sources for infrastructure improvements like sidewalks, bus shelters or other public improvements that might provide better service to the businesses. The Lockwood Business Association could serve as the organization to investigate creation of a BID and take feedback from Lockwood businesses on the benefits of such a district.

Objective:

- Determine if the Lockwood business community is interested in the creation of one or more BIDs in Lockwood and support research by the business community in creating a BID to benefit Lockwood businesses and the community in general.

Conclusions:

Lockwood's five service districts and its character as an independent community make it an attractive place for residents and newcomers to live. The community has a diverse environment for both business and residential development given its access to the Interstate 90 corridor and railroad corridor along the Yellowstone River and its rolling south hills that provide views and attractive locations for homes. Lockwood also has a diverse workforce including those who live and work in the community and those who live in Lockwood and commute to Billings and other areas of Yellowstone County for jobs. Both of these populations share a strong tie to the community that can be shown from the dedication to the Lockwood School District and the passion that residents have for schools, infrastructure and other issues that may affect their community.

Lockwood's character and position as a community that is somewhat independent but is not a municipality also presents challenges the residents must face. With a population of about 7,000 and significant commercial and residential development at urban standards, transportation issues, water and sewer services, education demands, emergency services and recreation needs all face the community as it continues to grow. These are the issues that this plan presents and provides objectives for so that the community and its

leadership may meet them in the future. Some of the issues are very specific, like completing a Transportation Planning Study to assess the transportation problems and needs of Lockwood. Other issues, like proposed land uses for future development, are harder to grasp in the short term but may provide valuable direction to the community, developers and Yellowstone County officials as new developments and zoning applications are reviewed. Still others, like a community sewer system, are already significant issues in the community that this plan provides support and information for but does not try to solve. Many of these objectives will require funds from multiple sources and the plan has made an effort to provide contact information for funding sources to help the community begin completion of objectives like pedestrian walkways or trails or interchange entryway beautification.

Regardless of which issue is tackled first, the Lockwood Community Plan is designed to give the community a document that has refined the important issues and defined some objectives to provide guidance. This plan is a starting point for making Lockwood an even better place to live and work and is designed as a simple guide to the community to help plan its future. The plan is meant to be a living document that provides guidance to the Community over the next five to 10 years with the expectation that the plan will be reviewed and updated over time as new issues arise and needs and interests change in the Lockwood Community.

APPENDIX A

Public Involvement Information

Many people were involved in the formation of this plan. The Lockwood Steering Committee has met monthly since January 22, 2004. Aside from its monthly meetings, there have been several public community meetings to solicit input and feedback on the Lockwood Community Plan. The Lockwood Steering Committee also met with the boards of the five Lockwood service districts, the Yellowstone County Board of Planning and the Board of County Commissioners. The dates of these community meetings are listed below as well as a list of all the participants in this planning process based on the sign-in sheets from all of the meetings of the Lockwood Community Planning Initiative.

Lockwood Steering Committee Formation Meeting, January 22, 2004
Lockwood Community Plan Kickoff Meeting, March 22, 2004
Lockwood Community Plan Topic Review Meeting, October 28, 2004
Lockwood Community Plan Special School Meeting, March 31, 2005
Lockwood Fire District Board, December 7, 2005
Lockwood Transportation District Board, December 13, 2005
Lockwood Water and Sewer District Board, December 14, 2005
Lockwood School District Board, December 19, 2005
County Board of Planning Lockwood Draft Plan Review Meeting, January 10, 2006
Board of County Commissioners Lockwood Draft Plan Review Meeting, January 9, 2006
Lockwood Draft Community Plan Review Meeting, February 2, 2006
Lockwood Draft Community Plan Review Meeting, February 4, 2006

Ivan Andrick	Rosanna Buehl	George Dorrance
Virginia Alderman	Perry Butcher	Brenda Emond
Bruce Barrett	Jill Butcher	Mary Emter
Delana Bauer	Ben Butler	Kim Edinger
Randy Becker	Brandy Butler	Larry Edinger
Herb Belcher	Karen Campbell	Lynn Fairchild
Nancy Belk	Tom Campbell	Dolly Fansler
Jay Bell	Maria Cervantez	J.B. Farley
Lance Benzel	Bob Chatriand	Gary Forrester
Angelo Bianco	Bonnie Chatriand	Mac Fogelsong
Tammy Biggins	Sheryl Christophersen	Barbara Fox
Courtney Bjordahl	Doug Clark	Johanna Freivalds
Auzie Blevins	Jack Conner	Peter Freivalds
Greg Bochy	Becky Conner	Vern Gagnon
Jeff Bollman	Teresa Conrad	Bill Gibbs
Chris Booth	Jim Coons	Leola Harkins
Wallace Bradberry	Tim Cranston	Curt Hagerty
Val Bradley	Colleen Culliton	Shyla Hagerty
Juanita Broderson	Bill Cummins	Jason Hamrick
Shannon Brown	Darold Dent	Susan Hankel

Mel Harris
Travis Harris
Sharon Harris
Oscar Heinrich
Anne Hillman
Lynn Hilliard
Lonnie Holmes
Sandra Hopkins
Leita Rides Horse
Kody Hutchinsen
Sheila Hutchinsen
Joan Hurdle
Lyle Hurt
Mary Hurt
Larry Johnson
Eileen Johnson
Jay Jones
Thomas Jones
Casey Joyce
Grace Katolas
Wendell Keeler
Rose Keeler
Crystal Kuntz
Sharmi Lagge
Rich Lagge
Carl Larsen
Patty Lauver
Brenda Logan
Lois Logan
Tamara Loomis
Cody Mack
Stacy Mack
Lynn Madsen
Janet Mahoney
Pamela Malek
Brenda Markuson
Albert Martin
Doris Martin

Bev Masters
Susan Masterson
Darcy McCarthy
Sherry McDonald
Jim McIntosh
Lorna McKenney
Jerry McNichol
Regan Milburn
Dan Mortensen
Sheryl Mortensen
Merita Murdock
Terri Myers
Thelma Nash
Dee Ann Nielsen
Anita Ness
Gary Neville
Lynn Noble
Patty Nordlund
Allison Nys
Mary Beth O'Laughlin
Glenn Oppel
Jane Orth
Tom Orth
Belinda Osborne
Shawn Osborne
Ron Palmer
Rich Pantoja
Kerry Pantoja
Ron Pecarina
Katherine Pfau
Carl Peters
Sue Peterson
Wilma Peterson
Deedra Prevost
Don Pulver
Evelyn Pyburn
Jim Reno
Martha Rhoades

Terry Rhoades
Alan Riley
Donald Russell
Rick Russell
Clint Reynolds
Tim Sather
Jim Schmid
Susan Senger
Mana Seward
James Seward
Becky Shay
Kevin Smith
Bob Southern
Robert Sprenkle
Shannon Sprenkle
Brad Stewart
Judy Stewart
Tom Stichman
Paul Sunderland
John Swan
Cathy Swan
Dave Swanson
Marion Thompson
Tim Trafford
Billie Voldseth
Dana Waldo
Chris Walter
Merrill Walker
Chari Wells
Jim Wempner
Lori Wegner
Coti Widdicombe
Terri Wofford
Denise Wulf
Jim Wulf
Evelyn Zimmerman

APPENDIX B

CITY OF BILLINGS ANNEXATION POLICY

Revised, April 10, 2006

1. Statement of Intent

The City of Billings intends to permit the annexation of land as to provide for orderly growth, adequate provision of municipal services, and equal benefits to both the annexed territory and existing City properties.

2. Policy Statement

The City Council shall consider land annexations that adhere to the provisions specified in Montana Annexation Statutes (7-2-4201 through 7-2-4761, MCA) and the Billings Municipal City Code, Section 26-204 and Sections 20-301 through 305. The Council may approve, deny or conditionally approve petitions or initiatives for annexation based on the following criteria:

- The area must be located within the Limits of Annexation as defined herein and within the Urban Planning Area;
- The City must be able provide adequate city services within a time period mutually agreed to by the property owners requesting annexation and the City;
- Existing or proposed public improvements within the area to be annexed must meet City standards;
- All property owners within the area to be annexed must sign a Waiver of Right to Protest the creation of Special Improvement Districts;
- All residential property owners within the area to be annexed must create or join an existing park maintenance district;
- Residential densities within the area to be annexed must equal or exceed four dwelling units per acre; and
- The proposed land use within the area to be annexed must conform to the goals of the City of Billings and Yellowstone County Growth Policy.

3. Limits of Annexation

See Map 5 - The City shall prepare a map showing limits of annexation for three time periods. The first time period shall cover five years and coincide with the time period of the existing Capital Improvements Plan. The second time period shall cover fifteen years beginning after the last year of the existing Capital Improvements Plan. The last period shall begin after the last year of the second time period and the ending year shall be considered long range and remain undefined.

A map update shall be prepared for Council consideration whenever the Capital Improvements Plan is revised. Map updates will be recommended to City Council by a committee of representatives from City Administration, Collection and Distribution Division, Engineering Division, Fire Department, Parks Department, Planning Division, Police Department.

Rationale: In preparation of the map, the committee shall consider and document for Council:

- distance from existing city services and response times;
- capacity and location of existing facilities and future upgrades or construction of new facilities;
- cost of city services;
- effect on existing residents; and
- conformance with all adopted plans including the Growth Policy, West Billings Plan, Heritage Trails Plan, and sewer, water and storm sewer plans.

The Council will then determine and approve appropriate Limits of Annexation consistent with the adopted Annexation Policy.

4. Obligation of City

The City may choose to annex any property in accordance with the provisions of the following state statutes:

- Annexations of Additions to Municipalities (7-2-4201 et. seq., MCA)
- Annexations of Contiguous Land (7-2-4301 et. seq., MCA)
- Annexations of Contiguous Government Land (7-2-4401 et. seq., MCA)
- Annexations of Wholly Surrounded Land (7-2-4501 et. seq., MCA)
- Annexation by Petition (7-2-4601 et. seq., MCA)
- Annexation with the Provision of Services (7-2-4701 et. seq., MCA)

The City may decide to condition the approval of the annexation in order to meet the criteria listed under the Policy Statement. The conditions of approval must be clearly stated in the resolution of annexation. In the case where the property to be annexed is not developed, the conditions of approval shall include a requirement for; a) a development agreement prior to the issuance of a building permit, or b) a subdivision improvements agreement at the time of final subdivision plat approval. In the event the property is developed and contains public improvements that are not constructed to city standards, the City shall require an annexation agreement. The agreement shall specify which public improvements are to be upgraded and/or installed to city standards, and a time period and mechanism to finance the construction and installation of those improvements. In any case, all public improvements, whether existing or proposed, shall meet city standards.

5. Obligation of Petitioner

Petitions for annexation must comply with the provisions of Annexation by Petition (7-2-4601 et. seq., MCA) and Section 26-204 and Sections 20-301 through 305, BMCC. A fee, to be established by the City Administrator, must be paid at the time the petition is submitted. If the area to be annexed is not developed, petitioners are required to comply with the conditions of approval prior to the issuance of a building permit or at the time of final subdivision plat approval. If the area to be annexed is developed and requires the construction or installation of public improvements, the petitioner must enter into an annexation agreement prior to the City Council acting on the resolution of annexation.

APPENDIX C

Process Summary for Incorporation

I. Petition to Organize Municipality

No less than 2/3 of registered electors but no more than 300 electors residing within the proposed corporate limits shall submit a petition to the Yellowstone County Board of County Commissioners.

The Petition shall describe the following:

- The proposed corporate limits including the wards, each of which shall contain 50 or more registered electors and must not exceed 1 square mile for each 500 inhabitants.
- A map of the proposed city and the name of the proposed city.
- The petition and map must be filed in the County's elections office.

II. Census of Proposed Municipality

The BOCC at its next meeting after the petition shall appoint some suitable person to take a house-to-house census. The census then shall be filed in the clerk and recorder's office.

III. Prerequisites for Incorporation

The property being considered for incorporation must:

- Have at least 300 inhabitants.
- Be more than 3 miles from the boundary of an incorporated city which has refused to annex the proposed territory.

IV. Election

After filing the petition and census, the BOCC shall call an election of the registered electors residing in the territory. The election shall be held in a convenient location. If possible, the election must be held in conjunction with a regular or primary election.

The ballots must use the words **“For incorporation”** or **“Against incorporation”**.

V. Notice of Election for Incorporation

The notice of the election shall be published as required by 12-1-108 MCA and shall include a description of the boundaries of the city.

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

TRANSPORTATION	GOAL: Provide ongoing assessment of the Lockwood transportation network, identify transportation needs. And provide community input onto local and state projects that impact the Lockwood Community.		
	Objectives	Participating Parties	Time Frame
1. Lockwood Transportation Planning Study	Completion of the Lockwood Transportation Planning Study is expected between 2006 and 2008	-Planning and Community Services Department, Transportation Planner – 247-8661 -Lockwood Urban Transportation District – 245-6102 -County Public Works Department – 256-2735	1 – 2 years
2. Northeast Bypass	Provide community input throughout the process	-Montana Department of Transportation (MDT) – 252-4138 -Lockwood Urban Transportation District – 245-6102 -Planning and Community Services Department (PCSD), Transportation Planner – 247-8661	5 – 10 years
3. Public Transportation System	1. Assess the feasibility of public transit service in Lockwood. 2. Discuss the implementation of a pilot system in Lockwood with MDT, MET Transit, Lockwood Transportation District, and County officials.	-Lockwood Urban Transportation District – 245-6102 -MDT – 1-800-714-7396 - City of Billings MET Transit – 657-8378 -Living Independently for Today and Tomorrow, Inc. – 259-5181 -Lockwood School District #26 – 252-6022	2 – 5 years

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

4. Bike/Pedestrian/ Equestrian Pathways	<p>1. Construct pathways, trails and sidewalks as applicable with all new road and infrastructure projects.</p> <p>2. Work with the Lockwood Water and Sewer District to investigate constructing trails where right-of-way for new water and sewer lines are being acquired.</p> <p>3. Work with the Lockwood Irrigation District to investigate locating trail facilities along irrigation canals.</p> <p>4. Utilize existing park land in Lockwood to construct trails to connect neighborhoods and reduce on-street pedestrian traffic.</p>	<p>-MDT – 252-4138</p> <p>-PCSD, Alternative Modes Coord. – 247-8637</p> <p>-PCSD, Transportation Planner – 247-8661</p> <p>-Lockwood Urban Transportation District – 245-6102</p> <p>-Lockwood Irrigation District – 671-4633</p> <p>-Big Sky Economic Development Authority- 256-6871</p> <p>-Lockwood Water and Sewer District – 259-4120</p> <p>-Yellowstone River Parks Association – 248-1400</p> <p>-County Park Board – 245-5843</p> <p>-County Public Works Department – 256-2735</p>	2 – 5 years (Influenced by timing of future road projects in Lockwood)
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APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

LAND USE	GOAL: Provide ongoing assessment of land use and zoning to help guide future development and identify places for recreation opportunities and other community-wide uses.		
	Objectives	Participating Parties	Time Frame
1. Development Options with and Without Central Sewer	Allow the Lockwood Community to understand the challenges and opportunities to development depending on the availability of a community sewer system.	Lockwood Residents, County Officials, Developers	Ongoing
2. Proposed Land Uses	1. Support the general recommendations of the proposed land uses in Map 4 when zoning and development proposals being considered by developers and County Officials. 2. Provide Map 4 as a community guide to developers when they consider projects in Lockwood.	Lockwood Residents, County Officials, Developers	Ongoing
3. Yellowstone River Corridor	Investigate the potential for land swaps for existing unusable parkland, land purchases, or granting of trail easements along the Yellowstone River Corridor.	-Land owners along the Yellowstone River -County Park Board – 245-5843 -PCSD, Alternative Modes Coord. – 247-8637 -Montana Fish, Wildlife and Parks – 247-2951 -Yellowstone River Parks Association – 255-5503	2 – 5 years

Schools/Education	GOAL: Identify the needs of the Lockwood School system and consider new locations for new schools in Lockwood to serve Lockwood and the surrounding areas.
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APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

	Objectives	Participating Parties	Time Frame
1. K-8 Needs and Location	Support the efforts of School District #26 to plan for the educational needs and growth of Lockwood students in the next 10-20 years and suggest possible school sites beyond the existing Campus for future infrastructure needs.	Lockwood Residents, School District Officials	Ongoing
2. High School	Support communication between Lockwood School District #26 and Billings School District #2 to plan for the educational needs and growth of Lockwood high school students for the next 10-20 years, and suggest possible high school sites.	Lockwood Residents, School District Officials	Ongoing

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

PARKS AND RECREATION	GOAL: Identify ways to maintain and improve existing parks in Lockwood and provide direction and support for the creation of new parks and recreation areas in the community.		
	Objectives	Participating Parties	Time Frame
1. Park Locations and Development	Provide a map of the parks in Lockwood in this plan and continue to push for new park space in conjunction with other community facilities, including the new fire station and any school sites designated in the future.	-County Park Board – 245-5843 -PCSD, Alternative Modes Coord. – 247-8637 -Yellowstone River Parks Association – 248-1400 PCSD, Transportation Planner – 247-8661	2 – 5 years
2. Volunteering, Adopt-A-Park Program, and Formation of Park Maintenance District	In cooperation with the County Park Board, investigate community-initiated park maintenance and community and service district-driven park maintenance to make the parks more user-friendly and attractive.	-County Park Board – 245-5843 -Lockwood Water and Sewer District – 259-4120 -Lockwood School District #26 – 252-6022 -Lockwood Irrigation District – 671-4633 - Community Organizations and Groups	2 – 5 years
3. Trails/Walks	Request the inclusion of pedestrian, bicycle and equestrian trails with any new road reconstruction project that is undertaken. Coordinate with the local and state agencies to accomplish this objective.	-MDT – 252-4138 -Lockwood Urban Transportation District – 245-6102 -Lockwood Water and Sewer District – 259-4120 -Lockwood School District #26 – 252-6022 PCSD, Alternative Modes Coord. – 247-8637 Yellowstone River Parks Association – 248-1400 PCSD, Transportation Planner – 247-8661 County Park Board – 245-5843 County Public Works Department – 256-2735 Lockwood Irrigation District – 671-4633	2 – 5 years (Influenced by timing of future road projects in Lockwood)

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

4. State and Federal Parks as Amenities for Lockwood	Direct Lockwood residents and visitors to the state and federal park lands in the Lockwood area and recognize these two public spaces as significant assets to the Lockwood Community.	Lockwood Residents	Ongoing
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APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

EMERGENCY SERVICES	GOAL: Provide support to local fire department and emergency services for new programs and facilities to increase the public safety services in Lockwood.		
	Objectives	Participating Parties	Time Frame
1. Public Facility Safety	Encourage communication and planning between the Lockwood service districts and the Yellowstone County Sheriff's Department to create a Public Facilities Safety Watch program.	-Yellowstone County Sheriff's Department – 256-2929 -Lockwood Fire District – 252-1460 -Lockwood Water and Sewer District – 259-4102 -Lockwood School District #26 – 252-6022 -Lockwood Irrigation District – 671-4633	2 – 5 years
2. Fire Department and Health Clinic	Support the Lockwood Fire Department in working with the Lockwood Community and the area hospitals to open a medical clinic in conjunction with a new Fire Department and Community Center to serve residents.	Lockwood Fire District – 252-1460 Billings Clinic – 657-4000 St. Vincent's Healthcare – 237-3200	2 – 5 years
3. Emergency Radio	Encourage the Lockwood Fire Department and ExxonMobil to investigate the licensing and operation of a low-frequency FM radio station to provide public health and safety information to the Community.	Lockwood Fire District – 252-1460 ExxonMobil – 657-5249	2 – 5 years

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

COMMUNITY ENHANCEMENTS	GOAL: Provide attractive entryways and travel corridors in Lockwood		
	Objectives	Participating Parties	Time Frame
1. Entryways	Investigate the options for landscaping and signing the two interstate entryways to better define the community boundaries and welcome visitors. Work with the MDT and land owners.	-MDT – 252-4138 -Lockwood Urban Transportation District – 245-6102 -Big Sky Economic Development Authority- 256-6871 -Lockwood School District #26 – 252-6022 -PCSD, Transportation Planner – 247-8661 -County Public Works Department – 256-2735	2 – 5 years

APPENDIX D
LOCKWOOD COMMUNITY PLAN
FOCUS AREAS AND OBJECTIVES SUMMARY

INFRASTRUCTURE			
GOAL: Continue to research and support the improvement and installation of community infrastructure that will better serve Lockwood.			
	Objectives	Participating Parties	Time Frame
1. Infrastructure Planning	Support the domestic water system master planning process of the Lockwood Water and Sewer District and utilize the master plan as a tool to direct future growth in the Community.	-Lockwood Water and Sewer District – 259-4102	1 – 2 years (Master Plan Completion)
2. Sewer	Support the funding, design and construction of a community sewer system in Lockwood that will allow growth and enable existing businesses and residents to continue to do business, live and work in Lockwood.	-Lockwood Water and Sewer District – 259-4102 -Lockwood Residents	2 – 5 years
3. Stormwater Drainage		-County Public Works Department – 256-2735	Ongoing
4. Special Districts	Determine if the business community is interested in the creation of Business Improvement Districts in Lockwood and support research by the business community in creating a BID to benefit Lockwood.	-Lockwood Business Owners, Lockwood Residents -Downtown Billings Partnership – 294-5060	2 – 5 years